

R-4467 Public Meeting Comments Summary - Compiled from June 28, 2018 through August 1, 2018																	
DATE	FORMAT	FROM	STAKEHOLDER	ADDRESS	SUPPORTS	OPPOSES	VEHICLE SPEED CONCERNS	PERSONAL PROPERTY LOSS	BIKE/PED FACILITIES	TRAFFIC SIGNAL REQUESTED	SAFETY CONCERNS	IMPACT ON LOCAL BUSINESS	EXPENSE OF PROPOSAL	SUGGESTIONS	REQUESTS & QUESTIONS	COMMENTS	RESPONSES
6/28/2018	Letter	Yates, Fred	Mayor	Winfall			1	1		1	1	1		1	1	Mayor Yates is concerned for the safe movement of school buses, tractor trailers, and other vehicles due to no proposed traffic signals and increased speeds. He is concerned for increase in fuel costs and labor for school bus routes and truck deliveries. Mayor is concerned about the negative impact on local businesses and loss of property due to eminent domain. Recommendation: Design new roadway as in Alternate B , Figure 3C	The proposed structure will have traffic signals to stop traffic when the bridge opens for boat traffic. The intersection on the north side of the bridge (US 17 Bus / NC 37) does not warrant a traffic signal at this time. The majority of traffic is traveling between Winfall and Hertford. The proposed intersection design allows the heavy traffic movement to be the through move, eliminating excessive left-turns. The current and proposed speed limit is 25 mph. The existing bridge will remain open to traffic throughout most of the construction of the proposed bridge, minimizing negative impacts to the economy.
6/28/2018	Letter to DOT, district 1	McDonald, Steve McDonald, Valery	Citizens	344 Winfall 350 Winfall			1	1		1	1	1		1	1	Mr. & Mrs. McDonald are concerned for the safe movement of school buses, tractor trailers, and other vehicles due to no proposed traffic signals and increased speeds. They are concerned for increase in fuel costs and labor for school bus routes and truck deliveries. They are also concerned about the negative impact on local businesses and loss of property due to eminent domain. Recommendation: Design new roadway as in Alternate B , Figure 3C	The proposed structure will have traffic signals to stop traffic when the bridge opens for boat traffic. The intersection on the north side of the bridge (US 17 Bus / NC 37) does not warrant a traffic signal at this time. The majority of traffic is traveling between Winfall and Hertford. The proposed intersection design allows the heavy traffic movement to be the through move, eliminating excessive left-turns. The current and proposed speed limit is 25 mph. The existing bridge will remain open to traffic throughout most of the construction of the proposed bridge, minimizing negative impacts to the economy.

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6/28/2018	email	Vidaurri, Mary	Citizen	N. Church St., Hertford			1	1	1		1					Ms. Vidaurri is concerned there will not be a pedestrian cross walk near the bridge, that vehicle speed will exceed safe limits and that construction vibrations could damage her first period home.	The contractor does not anticipate any issues with vibration from construction, however, the contractor is willing to perform pre- and post-construction surveys of the property. This work is performed by a specialty consultant and includes a thorough visual survey with photo, video and written documentation. We will begin requesting permission to survey and conducting surveys next spring. In addition, during construction seismographs are placed in the vicinity of structures nearest the vibration producing activities and monitored real time with threshold vibration levels of 0.5 in/sec. The current and proposed speed limit is 25 mph. There is no plan for a crosswalk near the bridge.

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7/22/2018	email	Winslow, Sara E.	Citizen	Phelps Street, Hertford		1	1	1							1	<p>Ms. Winslow is concerns about the lack of detail that was presented at the public meeting. There were no detailed drawings and little to no answers to questions. Ms. Winslow has questions on the length of piles used for the bridge and length of sheet pile used for the bulkhead. She would like to know the size of the ditch that is proposed through her property and why a drainage system could not be used in lieu of a ditch. Ms. Winslow would like to know how the proposed bulkhead will tie to the existing bulkhead. Are the easements that impact her property temporary or permanent? What are the slopes of the bridge abutments and the proposed concrete walls. Would like to know the height of the wall near her house and how the wall will interact with waves during a hurricane to impact her property? Would like to know when ground surveys would begin. Concerned that the information NCDOT distributed at the public meeting was dated and inaccurate. Concerned that detailed information used to acquire the various permits was not presented at the public meeting and that citizens questions were ignored.</p>	<p>The length of pile used on the bridge varies depending on the soil type and scour requirements. The pile length that will be used in the area of the pivot pier for the swing bridge will be approximately 125 feet. It may be possible to replace the ditch in your yard with a drainage system. You can request that we investigate a drainage system as part of your right of way settlement. We do not know exactly how the sheet pile bulkhead will tie to the existing bulkhead. There are both permanent and temporary easements that impact your property. The permanent easement is for the drainage structure and 15" pipe that extends to the bulkhead. The concrete retaining wall is approximately 11 feet tall at its heighest point. As the wall breaks away from the roadway, it will decrease in height on a 3:1 slope. The grass slope on the approach to the bridge will transition from a 3:1 slope at the wall to a 1.5:1 slope under the bridge. We do not know how the wall will interact with waves during a hurricane or how it might impact your property. Staking of the proposed right of way and easements began on 8-13-2018. The environmental document for this project can be found on the NCDOT website for the project. https://www.ncdot.gov/projects/us-17-business/Pages/default.aspx</p>

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7/31/2018	email	Jaklic, Frank & Connie	Citizen	N. Church Street, Hertford		1							1			<p>Mr. Jaklic is concerned about the cost of the project and that the details of construction and assorted risk have not been forthcoming, consistent, or confidence building. Other factors, including the exact location of I-87 and changing views on Hertfords future need to be part of a realistic solution. Mr. Jaklic would like for all parties to relook at the location and scope of this project. He would like to know if repairs to the existing bridge would be more fiscally responsible than replacing the bridge.</p>	<p>The viability of a project is based on cost, impacts to the natural environment and impacts to the human environment. All of these factors were studied in the environmental document for the project. The final environmental document was approved in January 2018. In the environmental document, it was determined that repairing the existing bridge and causeway was not a reasonable or feasible alternative.</p>
8/1/2018	email	Steve McDonald	Citizen	Winfall Boulevard							1			1	1	<p>Mr. McDonald is concerned about the lack of a public hearing by the Design-Build Contractor and the redesign of the US 17 Bus / NC 37 intersection on the north side of the project. Mr. McDonald requested several times for NCDOT representatives to clarify where the D-B Contractor received the lawful authority to alter the prior approved design and proposed right of way, but no answer was given. Mr. McDonald believes that the current design is less safe than the design in Figure 3C of the Public Meeting Handout. He believes that school buses, tractor trailers, and speeding will contribute to an unsafe intersection. He also believes that a study of the current traffic pattern should be done. Mr. McDonald would like NCDOT to reconsider the reconfiguration the this intersection.</p>	<p>A public meeting was held on 6-28-2018. The Design-Build Contractor is working on behalf of NCDOT, who has the authority to alter the proposed design and proposed right of way. The purpose of this project (R-4467) is to provide a direct and reliable route between Hertford and Winfall. By reconfiguring the intersection on the north side of the project, the project is providing a direct and reliable route between the Towns. The traffic study developed for both the current and future traffic patterns shows the majority of the traffic stays on NC 37 traveling north or south between Hertford and Winfall. The traffic projections show that over 10,000 vehicle per day will be making this movement in the design year 2035. The proposed intersection will change this movement from a left-turn to a through movement. The proposed intersection is more efficient than the previous design. The intersection was designed to accommodate both school buses and tractor trailers.</p>